SI. No .	Ministry/Department	Items
		transport, increasing its share from the present level of less than 1% to at least 2%.
36.	Textiles	Creation of enabling environment and interventions to increase India's Share in world textile trade from 3% to 10%.
37.	Urban Development	Monitor VAMBAY scheme for slum dwellers.
38.	Urban Development	Timely completion of the Delhi Metro Railway Transport System.
39.	Water Resources	Introduction of rain water harvesting and Artificial Recharge of groundwater in the curriculum of National Council for Educational Research & Training (NCERT) as well as the package being prepared by Vidya Vahini Project.
40.	Youth Affairs & Sports	Setting up of Youth Development Centres (YDC) in each of the 5000 blocks in the country, for functioning, among others, as Information Technologies Centres.

Old and damaged foodgrains with FCI

*350. SHRI A. VIJAYARAGHAVAN:
SHRI SANTOSH BAGRODIA:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether more than one lakh tons of old and damaged foodgrains are lying with the various godowns of Food Corporation of India;

(b) if so, the reasons therefor;

(c) the details of such foodgrains stock as on date, State-wise;

(d) if so, the action taken to dispose off these stocks;

(e) the action taken to fix responsibility, if any, for this loss; and

(f) whether there is any strategy for moving foodgrains in case of crisis due to flood or drought?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD YADAV): (a) to (f)The Food Corporation of India (FCI) have intimated that, as on 1st July, 2003, the stocks of damaged foodgrains were of about 1,18,093 tonnes and that factors such as cyclone/floods/heavy rains normally cause damage to the stocks. Damage occurs, as well during transit in railway wagons and owing to rains at the time of loading and unloading. The foodgrains procured under relaxed specifications are also prone to get damaged.

2. The details of the stock of damaged foodgrains with the FCI in various States (as on 1st July, 2003) is contained in the Statement enclosed. (See below)

3. The damaged foodgrains available with the FCI have, *inter alia,* been allocated as cattle feed to the drought affected States. In cases of negligence in the procurement, preservation and storage of foodgrains, disciplinary action is initiated against the erring staff responsible for the same. The movement of foodgrains is planned in a manner that adequate quantities of foodgrains are made available to the various States and Union Territories in due time.

4. Flood-prone States are given advance allocation and extended time for lifting of the allotted quota of foodgrains. During the recent dry conditions, the drought affected States were extended high priority in the allocation and supply of foodgrains.

Statement

State-wise position of damaged foodgrains as on 1st July, 2003 with the FCI

(Figures in MTs.)

Name of the State	Total stock
Bihar	2317
Jharkhand	164
Orissa	1
West Bengal	11488
Assam	1159

Name of the State	Total stock
NEF States	253
N&M Region	85
Delhi	222
Haryana	1850
Himachal Pradesh	0
Jammu& Kashmir	479
Punjab	88187
Rajasthan	61
Uttar Pradesh	3846
Uttaranchal	16
Andhra Pradesh	1478
Kerala	50
Karnataka	501
Tamil Nadu	34
Gujarat	1687
Maharashtra	956
Madhya Pradesh	1736
Chhattisgarh	1523
TOTAL	1,18,093

Road connectivity to Pattadkal and Hampi group of monuments

•351. SHRI K. RAHMAN KHAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :

(a) whether the National Highways Authority of India propose to give connectivity to the Pattadkal and Hampi Group of Monuments which has since been cleared as world heritage monuments, to better cater to the existing international tourist flow and to attract more tourists; and

(b) if so, by when the connectivity would be completed?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS AND MINISTER OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (MAJOR GENERAL (RETD.) B.C. KHANDURI): (a) National Highways Authority of India has not been mandated to improve road connectivity to the two mdnuments mentioned.

(b) Does not arise.